QUEENS TROLLEY DEAL MADE.

INTERBOROUGH AND LONG 18-LAND R. R. IN IT JOINTLY.

Each Pays Half the Price for the New York and Long Island Traction Company, Which Now Owns 80 1-2 Miles of Double Track Road in Queens.

The New York and Long Island Traction Company has been taken over by the Long Island Railroad Company and the Interborough Rapid Transit Company. The contract binding the deal were signed yesterday. Although the price paid for the property of the traction company, which was owned by a syndicate of Cleveland capitalists, was not made known, it was learned at the office of August Belmont and at the office of Rainh Peters, president of the Long Island Railroad, that the two companies paid equal shares of the purchase money and that each company will have four representatives on the board of directors of the reorganized New York and Long Island Traction Company.

This company owns thirty and a half miles of double track trolley roads in Queens. It has a road running from Mineola to Freeport, through Garden City and Elmhurst, a distance of eight and a half miles. A line is being built through Hempstead and Relmont to Queens, which will carry passengers to the new track of the Westchester Racing Association.

The South Shore division runs from Freeport to Rockville Centre, a distance of five niles, and a continuation of the South Shore division from Rockville Centre to Brooklyn, a distance of eleven miles. An extension is under construction to Woodhaven, and the company has also franchises for double track trolley lines from Freeport along the South Shore, through Merrick, Seaford, Amityville and Lindenhurst to Babylon, and for a line from Queens to Creedmoor, and from New Hyde Park to Mineola.

The new president of the Long Island The new president of the Long Island
Traction Company will be Arthur Turnbull, now president of the New York and
Queens County Railroad, and the general
manager will be F. L. Fuller, now general
manager of the Queens County Electric
Line. The new directors are: President
August Belmont of the Interborough company. President Ralph Peters of the Long
Island Railroad Company, Vice-President
E. P. Bryan of the Interborough company,
David C. Green, assistant secretary of the
Long Island company; Gen. James Jordan,
director of the Interborough company; irector of the Interborough company; director of the Interborough company; A. L. Langdon, traffic manager of the Long Island Railroad; Alfred Skitt, director of the Interborough company; C. L. Addison, general superintendent of the Long Island Railroad, and President Arthur Turnbull of the Queens County Electric Line. The other officers of the company are Frank E. Haff, secretary: Jordan J. Rollins, treasurer

The purchase of this company will give to the Long Island Railroad and Inter-borough companies control of most of the local traffic facilities of the borough of Queens inasmuch as the New York and Queens County Railroad system is now controlled by the Belmont interests. It was said yesterday at Mr. Belmont's office that all these lines would be used as fooders as all these lines would be used as feeders to all these lines would be used as feeders to the Pennsylvania system, which is being extended under Manhattan to Long Island City. The Long Island Railroad is now controlled by the Pennsylvania company and apparently the Interborough company is to work in harmony with the Pennsyl-vania. Under the franchise granted by the city to the Pennsylvania company local pas-sengers cannot be carried on the new lines of that company, and the Pennsylvania comthat company, and the Pennsylvania company must arrange for the distribution of its passengers over local systems. In this horough the West Side subway which has

Railroad Commission Hears Applications. The State Railroad Commission met in this city yesterday and considered several applications, among them that of the Erie and Jersey Railroad Company for permission to build a line, forty-two miles long, between Guymard and Highland Mills and that of the New York and Jerrey Tunnel Company, for confirmation of the routes for branch tunnels granted by the Rapid Transit Commission last

February.
No decision was rendered on any of the applications.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY. Eandy Hook 10:44 Gov. I'd II:16 Hell Gate ... 1.03

Arrived-Tursday, June 20. Arrived.—TUREDAT, June 20.

SS Kronprinz Wilhelm, Bremen, June 12.

SS Prinzess Alice, Bremen, June 10.

SS Beliagio, Santos, May 31.

SY Yumuri, Manzanilio, June 14.

SS St. Helens, Baracoa, June 15.

SS Morro Castle, Havana, June 17.

SS Harry Luckenbach, Key West, June 15.

SS Nucces, Galveston, June 14.

SS Monroe, Norfolk, June 19.

SR Rio Grande, Mobile, June 19.

SS Rio Grande, Mobile, June 19.

SS Carlb, Georgetown, S. C., June 15.

ARRIVED OUT. ARRIVED OUT.

S. Kalser Wilhelm II., from New York at Bremen
S. Minneapolis, from New York at London.
S. Finland, from New York at Antwerp.
S. Astoria, from New York at Glasgow.
Ss Caronta, from New York at Queenstown.

SAILED FROM FOREIGN PORTS. s Kalser Wilhelm der Grosse, from Bremen for

Se Coamo, from San Juan for New York. Se Saratoga, from Nassau for New York. CUTGOING STEAMSHIPS. Mails Close

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Para. Vera Cruz. Galveston. Jacksonville. Inagua. Gibrallar.

Liverpool . . Hamburg . .

Naples Antwerp Nassau New Orleans

Saturday, June 24

El Paso.

GOSSIP OF WALL STREET.

That the more powerful banking interests. without whose active support no real bull campaign can be carried on, believe that conditions later in the year will warrant a higher level of security prices is becoming daily more apparent. Some followers of the market read this on the ticker tape; others make a similar deduction from their ex-change of ideas with men in the financial community whose opinions of the outlook sooner or later find expression in the market. Because men who make markets believe that securities ought to sell higher does not necessarily imply that they are going to rush in and buy stocks right and left. Campaigns for higher prices do not usually start that way. But the banking people who were behind last year's advance and who withdrew their support this spring when it became evident that the market was running away and was likely to end disastrously if unchecked are now taking an optimistic tone in their expressions of opinion as to the immediate future of the market. They think that there are no heavy clouds to be seen on the financial horizon and that, unless unexpected ones form this summer, higher prices may be anticipated. This is the attitude they take in their advices to their foreign correspondents. Leading financial interests in England and on the Continent, which usually get the best American advices, have been told that, barring the unforeseen, investments in our best securities at this level of prices are warranted by the outlook.

The wheat market is waiting to hear from

Those students of finance who get their perspective of the market more by measuring up the factors which go to make values than by reading the daily record of the transactions in securities are fond of paralleling the records of values and prices over a period of years. They point out that it is unfair to compare the present price level with that of a year or two ago, and that it is absurd to make such a comparison between periods widely separated in time. The present level of prices of the standard railway stocks is about what it was four years ago in the boom that halted in the Northern Pacific panic, but the records of earnings by American railways show that there has been a steady rise in values during these four years. The assertion is made by men who make a study of values that, taking values as expressed in earnings as the basis of comparison, prices are no higher now than they were in the midst of the Bryan stagnation.

In a creeping bull market a certain stock advances three or four points for some special reason, and then another stock makes a material advance, and very soon those who have put out contracts in anticipation of a decline in prices begin to get nervous. One after another goes into the market to cover his short contracts, and with the resultant advance in prices new buyers come in, and suddenly it becomes apparent that a bull

Wall Street "listened," but heard nothing. The buying of the Steel stocks the last day or two has been of a character to encourage those who believe a good steel business is the basis of all active bull markets. Investors have been trained in recent years to keep their eyes on the steel trade as the barometer of business, and nothing chills speculation so quickly as a slackening of activity in Pittsburg. This has become even more true since the organization of the Steel Corporation. It has become known in the past few days that certain interests that parted with some of their holdings of the Steel stocks on the advance last winter have been repurchasing both the common and preferred stocks during the last few days. Some of this buying has been on scale orders. The trade advices are mixed. The slackening in the demand for steel products is variously interpreted in the trade. Some observers think it is the forerunner of another period of dulness, but the been planned by the Metropolitan interests has been so laid out as to form a junction with the Pennsylvania terminal in Manidea that it is only a temporary lull appears sides of the market. The history of the last three years shows that speculative opinion in Pittsburg is not to be relied upon. It is just as likely to be right as wrong.

Brokers reported from the floor yesterday

That there is a very large short interest in Steel preferred is the general belief. It is known that there has been heavy borrowing of the stock privately. If this short interest is as large asis thought, a strong advance in the market would create great uneasiness among those who are expecting to cover their commitments at lower prices. buying orders came into the market in volume a stampede of the shorts would re sult. Some very large short sales of Steel preferred were made recently by men almost unknown in Wall Street, who have been told by steel makers that the business is driting into a period of stagnation. Several of these sales have been covered at a loss.

One of the most prominent and most conservative railway men in the Northwest characterizes the crop outlook as "brilliant."

Critics of the market, who have no other interest in it than critics, liave a habit of crying "manipulation" whenever there is a sharp advance or decline in a stock which they are able to explain in no other way. They overlook the fact that all the opinions that men who do things in this country have of the values of securities finally find expression on the ticker tape. "Manipulation" has been the cry time and time again when particular stocks have made big advances or declines, but long afterward it has been seen that the tape was telling a story of vital interest, although in a language that few could read. The tape, of course, is not always truthful, but it is always expressing the opinions of men who are backing their opinions with their worldly goods.

When one member of a grain house sells to a fellow member of the same house \$840,000 worth of wheat at a nod it is plain that there is room for a difference of opinion as to the 12 00 M size of the wheat crop.

(col. Greene does not worry very much the adverse report on his gold mines bably due to the fact that the last exce he had with such a report taught place small reliance on the experts. a coterie of the directors in Greene were trying to oust Col. Greene from nt out to Mexico to make an examination company's mines. Col. Greene did not there was any need to have the mines ined just then, but the clique which fter his scalp insisted on it. Soon after pert left for Mexico mysterious selling one Copper on the curb began to depress ce of the shares. The selling developed raid, and rumors began to circulate e mines at Cananea were petering out. plonel got nervous and sent an expert own down to delve around underground anea to see how much ore was really Meanwhile the stock had had a tremendmp, and it became known that the prin ellers had been the directors who had ed on having the mines examined. One ne Colonel found in his mail a long on the property from the clique's with a bill for \$10,000. He was not sed to read that the Cananea mines about dug out. There was enough ore erhaps, to keep the works going three

June 17 years. A little later his own expert came back and told him that he had one of the June 8 finest bodies of copper ore in the world development work six months later opened up more ore than any one ever dreamed was there. The Colonel paid the \$10,000 expert his fee and concluded that had news from somebody else's expert was not worth worrying Associate Pastor for Dr. Lyman. The Rev. E. Boyd Edwards, assistant

pastor of the Tompkins Avenue Congrega-tional Church in Brooklyn, has accepted a call to become associate pastor with the Rev. Dr. Albert J. Lyman in the South

FINANCIAL.

Chicago, Burlington & Quincy Railroad Co.

Consolidated Mortgage Bonds-Holders of Chicago, Burlington & Quincy Rail road Company's Consolidated Mortgage Bonds matured July 1, 1903, and extended to July 1, 1905, are notified hereby that said Bonds will be paid

in CASH at maturity. To avoid delay. Bonds may be deposited To avoid delay, Honds may be deposited on and after Tuesday, June 20, 1905, at the National Bank of Commerce in New York, or at the Company's Office in Boston, Mass. Receipts will be given for Bonds so deposited, exchange-able for checks on July 1, 1905, at the respective places of deposit.

Registered Bonds must be discharged from

registration at or before the time of payment. CHICAGO, BURLINGTON & QUINCY R.R. CO. Boston, June 12, 1908.

SOUTHERN STATES LUMBER COMPANY Notice is hereby given that 35 First Mortgage Bonds of the Southern States Lumber Company, Nos. 15, 78, 82, 149, 167, 200, 297, 228, 315, 317, 318, 319, 320, 321, 322, 382, 372, 419, 420, 422, 447, 448, 460, 463, 512, 548, 545, 598, 599, 800, 601, 802, 606, 606, 607, have been drawn by lot for redemption from the amount to the credit of the Sinking Fund and will be paid for at the rate of \$1,025 per bond, with accrued interest, at the office of the KNICKERBOCKE TRUST COMPANY, 66 Broadway, on the first day of July, 1905, after which date said bonds will cease to bear interest.

KNICKERBOCKER TRUST COMPANY. June 16, 1905. By C. T. BARNEY, President. \$25,000.00 BUYS established Automobile Supply business in city paying \$10,000.00 annual profits For particulars address OWNER, Nyack, N. Y.

DIVIDENDS AND INTEREST.

AMERICAN WOOLEN COMPAN

Twenty-Fifth Quarterly Dividend Notice is hereby given that the quarterly divi dend of One and Three-Quarters Per Cent. (14%) on the Preferred Capital Stock of the American Woolen Company will be paid on the 15th of July, 1905, to stockholders of record at the close of busi-Transfer books for Preferred Stock will be closed

at the close of business July 1, 1905, and will be reopened July 17, 1905 WM. H. DWELLY, Jr., Treasurer. Boston, Mass., June 14, 1905.

UNITED FRUIT COMPANY DIVIDEND NO. 24.

A quarterly dividend of one and three-fourths per cent, on the capital stock of this Company has been declared, payable July 15, 1806, at the office of the Treasurer, 131 State Street, Boston, Mass., to stockholders of record at the close of business 1905. CHARLES A. HUBBARD, Treasurer.

Manufacturers Commercial Company 486 BROADWAY, NEW YORK CITY.

A regular quarterly dividend of ONE AND THREE QUARTERS PER CENT. (14%) has been declared, payable July 15, 1905, to preferred stock-holders of record at the close of business June 30, 1905.

CENTURY REALTY COMPANY.

The Board of Directors of this company have declared a dividend of 4% (semi annual), payable July 1st, 1905, to steckholders of record on that day. Transfer books will be closed at 3 P. M. on June 26th, 1905, and remain closed until 10 A. M. on July 3d, 1905. J. M. STODDARD, Secretary.

The Hocking Valley Rallway Company.

Columbus, Ohlo, June 1st, 1905.

A semi-annual dividend of TWO PER CENT.
on the Preferred Capital Stock and a semi-annual
dividend of ONE AND ONE-HALF PER CENT.
on the Common Capital Stock of this Company
has this day been declared, payable July 17th, 1905,
at the office of Messrs, J. P. Morgan & Company,
New York to stockholders of record at 300 o'clock
P. M., June 20th, 1905, at which time the transfer
books will be closed.
The books will be reopened July 18th, 1905.

The books will be reopened July 18th, 1905, WM. N. COTT, Treasurer.

METROPOLITAN TRUST COMPANY OF THE CITY OF NEW YORK. OF FIRE CITY OF NEW YORK. SEMI-ANNUAL DIVIDEND NO. 34. At a meeting of the Directors, held this day, a semi-annual divident of eight per cent, was declared out of the earnings, payable on June 30th, 1000.

Dated Sew York, June 1tth, 1905. CHAS, BAKER, JR., Secretary.

Catasauqua, Pa., June 15, 1905.

EMPIRE STEEL AND TRON COMPANY.

SEMI-ANNUAL DIVIDEND NO. 13.

The Board of birectors have declared a dividend of 12 tone and one half, per cent, upon the Preferred Stock of this Coupany out of the carnings for the six months ending June 20th, 1905, payable July 1st, 19th. The transfer boots will cose at 12 o'clock Noon, June 20th, 1906, and reopen at 10 o'clock A. M., July 37d, 19th.

J. S. STILLMAN, Secretary.

THE APOLIAN, WEIDER PIANO AND PIANOLA COMPANY.

At a meeting of the Board of Directors, held this day, the Fertilar quarterly dividend of one and three harders of the company, payable the form and three forms of the Company, payable the form and. Transfer books will be closed June 10th and reopened July 1st, 1905.

WM. B. WHEELOCK, Treasurer.

June 14, 1906. June 14, 1905.

OFFICE OF THE UNITED GAS IMPROVEMENT COMPANY.

N. W. corner Broad and Arch Streets.
Philadepola. Pa., June 14, 1905.
The Directors have this day declared a quarterly dividend of two per cent. \$1.00 per share), payable July 15, 1905, to stockholders of record at the close of business June 50, 1905. Checks will be mailed.

LEWIS LILLIE. Treasurer. THE BANK OF AMERICA.

New York, June 20th, 1905.

The Board of Directors have to day declared a semi-annual dividend of TEN (10) PBR CENT, free of tax, payable July 1st, 1905, to stockholders of record of this date.

The transfer books will remain closed until July 3d, 1905.

W. M. BENNET, Cashier. TITLE GUARANTEE AND TRUST CO.

146 Broadway, New York, June 20, 1905.
By resolution of the Board of Trustees a dividend
of FOUR PER CENT. is payable on June 20th,
1905, to stockholders of record on the closing of
the transfer books at 3 P. M. on June 22nd. The
transfer books will be opened at 10 A. M. on July
1st. EDWARD O. STANLEY, Treasurer.

NATIONAL BISCUIT COMPANY.
The regular quarterly dividend of ONE PER CENT. on the Common Stock has been declared, payable July 15th, 1905, to stockholders of record at the close of business June 28th, 1906. Transfer books will be closed from June 29th, 1905, to July 15th, 1905, both inclusive. F. E. BUGBEE, Treas.

Savings Banks. THE MANHATTAN SAVINGS INSTITUTION. No. 644 & 646 BROADWAY.

(O8th Semi-Annual Dividend. June 13, 1905. The Trustees of this institution have declared interest at the rate of THREE AND ONE-HALF PER CENT, per annum on all sums (b) the rules entitled thereto) not exceeding \$3,000 remaining on deposit during the three or six months ending on the 30th inst., payable on and after the third Monday in July next. Deposits made on or before July 10th will draw interest from July 1st.

JOSEPH BIRD, President. FRANK G. STILES, Secretary. CONSTANT M. BIRD, Asst. Secretars

THE BANK FOR SAVINGS

IN THE CITY OF NEW YORK.
180 Fourth Avenue, June 21st, 1908.
172D SEMI-ANNUAL DIVIDEND. The Board of Trustees have declared the usual interest under the provisions of the by laws for the six months ending June 30, as follows:

At the rate of FOUR PER CENT, per annum on all sums of \$5.00 and upwards, not exceeding \$3.000, payable on and after 20th day of July, 1005.

The interest is carred to the credit of depositors as principal on July 1, 1005.

Deposits made on or before July 10th will draw interest from July 1st.

WILLIAM W. SMITH, President WILLIAM W. SMITH, President, CHARLES A. SHERMAN, Secretary.

EAGLE SAVINGS & LOAN CO.

pastor of the Tompkins Avenue Congregational Church in Brooklyn, has accepted a call to become associate pastor with the Rev. Dr. Albert J. Lyman in the South Congregational Church, as the successor of the late Rev. J. O. Wilson. The Rev. Mr. Edwards will go to his new field on Oct. 1.

Capital and Surplus over \$1.001,000.0).

(Opposite City Hall Square.)

PER ANNUM JANUARY AND JULY.

PER ANNUM SEMI-ANNUALLY, IP

REMAINING ONE YEAR.

BEGINNING ANY TIME.

OCEAN STEAMERS.

OCEAN STEAMERS.

NOVA SCOTIA THE LAND OF EVANGELINE

The Ideal Vacation Country with All the Charms of Foreign Lands.

A Direct Weekly Service Between NEW YORK, YARMOUTH, HALIFAX AND ST. JOHN'S WILL BE INAUGURATED SATURDAY, JUNE 24TH, BY THE DOMINION ATLANTIC RY.'S

SUPERB TWIN-SCREW S. S. PRINCE ARTHUR

Salling from the Munson Line S. S. Pier 14, East River, 11 A. M., and every Saturday thereafter.

This offers tourists an opportunity of visiting the most beautiful of the Maritime Provinces and the far-famed "Land of Evangeline" under the best and most delightful conditions, as the Prince Arthur is one of the staunchest, fastest, and most luxurious steamships in the Atlantic trade.

N. Y. to Yarmouth, Round \$28 Halifax, Round \$32. Including Meals and Berth. Staterooms \$2.00 and upward, according to location.
With privilege of rail trip between Yarmouth and Halifax if desired. For full particulars apply to Taos. Cook & Sons. 281 and 1185 Broadway, Raymond & Whitcomb, 25 Union Square West, and All search Louding agency. ply to Thos. Cook & Sons. 281 and 1157 Bloom and all general tourist agencies.

And all general tourist agencies.

Murson Steamship Line, Geni. Agents, 82-92 Beaver Building, Beaver St., New York.

S.S. "DAKOTA" SAILING FROM SEATTLE JULY 20 SHORTEST ROUTE TO THE ORIENT. GREAT NORTHERN STEAMSHIP COMPANY NEW TWIN SCREW STEAMERS

MINNESOTA AND DAKOTA

(Length 630 feet, Beam 73.6 feet, Depth of hold 56 feet.) These large vessels have been specially constructed in the UNITED STATES to comply with the highest class of "Lloyd's Register," and will meet the special requirements of the trans-Pacific travel. They are unsurpassed for their service between

SEATTLE, JAPAN, CHINA, HONGKONG.

Lofty and spacious staterooms, ventilated, also heated by natural means and electrical power are the finest to be found on any vessels affoat. LOW EXCURSION RATES.

For further information apply to any railway ticket agent, or to C. G. BURNHAM. General Agent, General Passenger Agent, 209 Adams St., Chicago. Seattle, Washington.

DIVIDENDS AND INTEREST. AMERICAN SMELTING & REFINING CO. AMERICAN SMELTING & REFINING CO.

71 Broadway, New York, June 20th, 1905.
PREFERRED STOCA DIVIDEND NO. 24

The Directors of the American Smelting and Refining Co. have this day declared a dividend of ONE AND THREE QUARTERS (134) PER CENT. upon the Preferred Capital Stock of the Company, payable July 1st, 1905, to stockholders of record at three o'clock P. M. June 24th, 1905. The books for the transfer of the Preferred Stock of the Company will close at three o'clock P. M., June 24th, 1905, and reopen July 5th, 1905.

EDWARD BRUSH, Secretary.

EDWARD BRUSH, Secretary.

AMERICAN SMELTING & REFINING CO.

71 Broadway, New York, June 20th, 1905.
COMMON STOCK DIVIDEND NO. 7.

The Directors of the American Smelting & Refining Co. have this day declared a dividend of
ONE AND ONE-QUARTER (14) PER CENT. on
the Common Capital Stock of the Company, payable
July 18th, 1905, to stockholders of record at three
o'clock P. M. on July 5th, 1905. The books for
the transfer of the Common Stock of the Company
will close at three o'clock P. M., July 5th, 1905,
and reopen July 18th, 1905.

EDWARD BRUSH, Secretary.

The National Park Bank of New York. June 20th, 1905. The Board of Directors to-day declared a quarterly dividend of FOUR PER CENT., free of tax, on the capital stock of this Bank, out of the earnings of the past three months, payable on and after July 1st, 1903.

The Transfer Books will be closed from June 22nd to June 30th, inclusive.

EDWARD J. BALDWIN, Cashier.

WESTINGHOUSE Electric & Manufacturing Company.
New York, June 20, 1905.
A quarterly dividend of TWO AND ONE-HALF
PER CENT, upon the Preferred, Assenting and
Non-Assenting stocks of the Company was declared,
payable July 10th, 1905, to stockholders of record
June 26th, 1905. Transfer books will be closed
June 26th, 1905, and opened July 11th, 1905.
T. W. SIEMON, Treasurer.

MECHANICS AND TRADERS BANK. The Board of Directors has this day declared a semi-annual dividend of 4% free from tax, payable on and after July 1st, 1905.

Transfer books close at 3 P. M. Monday, June 19, 1905, reopening July 1, 1905.

A. M. DEDERER, Cashier.

FLECTIONS AND MEETINGS. NOTICE OF SPECIAL MEETING OF STOCK-HOLDERS

CALIXTO LOPEZ & CO.

A special meeting of the stockholders of Calixto 1995.
The Transfer books will be closed at three o'clock on June 23cd, 1995, and reopened at ten A. M. on The Corporation Trust Company, 15 Exchange The Corporation Trust Company, 15 Exchange Place, Jersey City, New Jersey, for the purpose of electing a Board of Directors, receiving and acting upon the reports of the officers and for the transaction of such other business as may properly come before the meeting.

In accordance with the laws of the State of New Jersey, no stock can be veted on which has been transferred on the books of the Company within twenty days next preceding this election.

By order of the President.

PEDRO J. SEGIU.

Dated June 12th, 1905. BALDWIN CALCULATING MACHINE CO.
The Annual Meeting of the Stockhoiders of the
Baldwin Calculating Machine Company will be held
at the office of the Company, 10 Wall Street, Borough of Manhattan, City of New York, July 6, 1005,
at 11 A. M., for the purpose of electing directors and
for the transaction of such other business as may
be brought before said intesting
ROSWELL, M. PATTERSON.
Secretary-Treasurer.

EXCURSIONS.

IRON STEAMBOAT CO. CONEY ISLAND

They Caunot Burn: They Cannot Sluk! All cickets include admission to DREAMLAND, CONEY ISLAND. TIME TABLE (SUBJECT TO CHANGE). eave foot 129th St. North River, 945, 11:00 A. M., 12:30, 2:00 3:00, 4:50, 7:45 P. M. ave foot 22d St. North River, 9.00, 9:45, 10:30, 11:15 A. M., 12:00 M., 1:15, 2:00, 2:45, 3:45, 4:30, 5:30, 6:15, 7:00, 7:45, 8:30, 9:10 P. M. ave Pler 1 North River half hour later than at 22d St. Leave Fig. 1 North Five Coney Island, *10.40.

*11.25 A. M., 12:10, *12:55, *1:40, 2:55, 3:40, 4:25,
*5:25, 6:10, 7:10, 7:35, *8:40, 9:25, *10:10, 10.45 P. M.

Returning from Coney Island trips marked with

a * go to 122th St. North River.

ROUND TRIP TICKETS 25 CENTS.

ROUND TRIP TICKETS, 129TH ST. 35C.

STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 7:30 A. M.: Pier (New) No. 1 N. R. 8:20 A. M. Balt and tackle on board. Fare: Gentlemen. 75c.; Ladles, 50c.; Children, 25c.

Via L. I. R. R.: Leave N. Y. foot of E. 34th St. 5:30, 6:30, 7:40, 9:20, 11:00 A. M., 12:10 (12:40 race days), and half hourly from 12:10 to 3:40, 4:20, 5:10, 5:50, 6:40, 7:10, 7:40, 8:10, 8:40, P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th St. time. Separate table Sunday. VIA B. R. T. ELEVATED TRAINS: eave Brooklyn side of Eridge 8:10, 8:40, 9:10 M., and 4:40, 5:10, 5:48, 6:13, 6:40 P. M. Leave V. (Park Row) helf hourly from 9:36 A. M. 4:06 and 7:06 to 10:36 P. M. Separate table

Via 80th ST. (BROOKLYN) FERRY: Leave Whitehall St. 700 A. M. and every 40 min utes to 8:20, then 9:40 P. M.

LONG ISLAND RAILROAD MANHATTAN BEACH.

Trains leave N. Y., via Long Island Rallroad, feet of E. 84th 81, week days, 5,70, 6,50, 7,40, 9,20, 11,00 A. M., 12,10, 12,40 and helf bourly from 12,10 to 8,40, 4,20, 5,10, 5,50, 6,40, 7,10, 7,40, 8,10 and 8,40 SUNDAYS, 7.00, 8.40, 10.10, 11.13 A. M., 17.10, and helf hourly from 1.10 to 9.10 and 10.10 P. M. Trains stop at Manhattan Crossing, north of Atlantic av. Jabout 25 minutes after 34th 8t. time.

ROCKAWAY BEACH. Leave 54th st. F. R. N. V. week days, 5.40, 6.20, 6.49, 8.20, 9.20, 19.50 A. M. 12.55 Saturdays only; 150, 3.30, 4.80, 5.39, 6.40, 8.00 P. M. 12.00 ngl; Sindars, 7.00, 8.10, 10.10, 11.20, 12.50, 1.50, 2.50, 3.50, 4.50, 8.50, 6.57, 8.20, 9.25

ATTEN LINE 10. LOAU BRANCH & BACA - 50. No. - ASBURY PARA & BACA - 50. WEBA DAY TIME TABLES:

1. Leave Bloomied at., N. B. G blooks below 16th st., 8. 8. 5. and 11 A. M.; 2:40 P. M. Saturdays. 5. 8:55 A. M., 12:55 and 2:40 P. M. Lave Battery (near S. Ferry), 8:25, 9:20 and 11:0 A. M.; 3:10 P. M. Saturdays, 6:25, 8:20 A. M., 1:18 and 8:30 P. M.

RAILROAD. STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

The leaving time from Desbrosses and Cortland Streets in we minutes later than that given below for Twenty-third Street Station.

7.55 A. M. CHICAGO SPECIAL.

10.55 A. M. THE PENNSYLVANIA LIMITED—
23 hours to Chicago.

*10.55 A. M. ST. LOUIS LIMITED. For Cincin-

10.55 A. M. ST. LOUIS LIMITED.
10.55 P. M. CHICAGO, CINCINNATI AND ST.
10.55 P. M. THE PENNSYULANIA SPECIAL
10.55 P. M. ST. LOUIS AND CHICAGO (LIMITELE)
10.55 P. M. P. TITISHER SPECIAL
10.55 P. M. P. TITISHER SPECIAL
10.55 P. M. P. PITISHER SPECIAL
10.55

1400 P. at — For Bullato and Chicago.
1400 P. M. — For Scranton and Ply mouth
1610 P. M. — For Burfalo and Chicago.
1845 P. M. — For Burfalo, Syracuse, Utica.
1200 A. M. — For Chicago.—Sleepers open at P. M.
Tickets, 149, 420, 1183, 1484 Broadway, N. Y., 339
Futon st., Brooklyn. *Dally: *Except Sunday THE MEDITERRANEAN AZORES. FROM NEW YORK.

July 6, noon
July 27, noon: Sept. 26, Nov. 4
FROM BOSTON.

June 21, 4 P. M.: Aug. 5, Sept. 16
Oct. 7, 33 P. M.: Nov. 18 Aug. 5, Sept. 16

Issued, parable all 6ver the world. Passenger offices, 9 Broadway. Preight offices, Whitehall Bldg., Battery Place Palatial steamers "NEW YORK" and "ALBANY" of the Hudson diver. Day Line, fastest and finest river boats in the world. Leave Brooklyn. Fulton St. (by Annex: 8:00 A.M. Besbrosses St. Plet. 8:40 EUROPE THIRTY TOURS THIS SEASON.

Fare, including S175 to S1015
All Expenses,
Independent Ratiroad and Steamship Tiewets
everywhere. Write for Booklet.

AMERICAN LINE.

ATLANTIC TRANSPORT LINE.

ALW YOR. LOADON DIALS, PIET SS, N. R. MINNETONKA June 24, 11:30 A. M. MESABA, July 1, 9 A. M. MINNEAPOLIS July 8, 10 A. M. MINNEHAHA July 15, 4 A. M.

RED STAR LINE.

WHITE STAR LINE.

TRAVELERS' CHECKS

THOS. COOK & SON, 201 and 1185 BROADWAY, 649 MADISON AVENUE, NEW YORK, Tours Around the World, 3th annual series, from San Francisco Aug. 26. Sept. 90. Oct. 10, 21, 1995.

Hamburg-American. Plymouth-Cherbourg-Hamburg

Deutschl'd, June 22, 9AM | 'Blaecher, July 6,830AM | Patricia, June 21, 11 AM | 'Waldersee, July 8, 9 AM | Hamburg, June 29, 9 AM | Deutschl'd, Jyle 22,9 AM | Pretoria, July 1, 3 PM | Penns' v'a, July 22,9 AM | Grill room, 'Gymnasi imon board, 'Via Dover for London and Paris to Hamburg.

New York—Naples—Genoa By Superb New Twin Screw Steamers. Offices, 35 and 37 Broadway. Plets, Hoboken, N. J

NORTH GERMAN LLOYD S. S. CO.

CUNARD LINE. 10 Livergool via Onesii town. From Plers 31-52, North River. Etrurla. June 24, 10 AM *Ultoria. July 6, 4 PM Carpatha June 27, noon Umbria. July 8, 10 AM Canpania July 1, 2 PM Caronia July 11, noon GIBRAL CAR - NAPLES ADRIATIC. New Modern Twin Screw Steam ers.
AVONIA July 11, 10 A. M.; Aug. 29
ANNONIA July 25, noon; Sept. 12

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. R.M.S. Athenian June 26 R.M.S. Tartar August 7 Empress of China July 3 Empress of China Aug 14 Empress of India July 24 Empress of China, Sept. 4 For Fiji, Hawailan Islands, Australia and New Zealand.

FRENCH LINE. Compagnie Generale Transatlantique.

Direct Line to Havre Paris (France)
Salling every Thursday, 10 A. M.
from Pier 42, North River, 100t Morton St.
a Bretagne. June 22 La Sivole. July 13
La Lorraine. July 6 La Bretagne. July 20
a Gascogne. July 6 La Lorraine. July 27
'Twin serew steamers.
General Agency, 32 Broadway, New York.

ANCHOR LINE. Glasgow via Londonderry. Turnessia June 24, noon Astoria July 5, noon aledonia July 1, 3 P.M. Columbia July 15, 2 P.M. Tabin, \$5,5 Second Cabin, \$4,50. Third Class, \$27,50 and upwards, according to accommodation and teamship. For tours and information apply to HUNDERSON BROTHERS, 17 and 19 Broadway.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Hichmond, Virginja Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. Walker, Vice President and Traffic Manager.

NFORMATION Regarding any Hotel, Raliroad, Steamboat of Automobile Trip may be obtained by cailing at THE SUN Branch Offices, 1393 Broadway, 241 West 124th St., Manhattan, 312 Washington St. and 341 Fulton St., Brooklyn, or by writing to THE SUN INFORMATION BURI No. 170 Nassan St., New York City.

FXCURSIONS.

EVERY SUNDAY .00 EXCURSIONS \$ VIA ERIE RAILROAD TO SHOHOLA CLEN In the Elue Mountains, one hundred and seven miles from New York, on the beautiful Delaware Pilver, Express trains leave W. 231 St. 8.55 and 9.25 Chambers St. 9.09 and 9.30 Sersey City 9.15 and 9.45 A. M. Returning leave Shohola 5.49 and 6.30 P. M.

Charming Exeursions By Hudson River Day Line Steamers NEW PIER WEST 42d St., 8A. M. Daily except Sunday SEE STEAMBOAT COLUMN FOR OTHER PIERS.

Rockaway Beach
Saturday and Sunday, June M and 25, Steamer
Rosedale will leave W. 120th St. 9:20. West 71st St.
10. Battery 10:20. Will commence daily trips on Saturday, July 1st: Excursion 50c.

HUDSON RIVERIGHT

"Deshroses St. Piet. S40"

"Deshroses St. Piet. S40"

NEW PIER WEST 42D ST. 9.00"

West 129th St. 9.20"

Landing at Yonkers, West Point, Newburgh, Poughkeepsle, Kingston Point, Catskill, Hudson and Albany, Pally, except Sunday, Special Trains to Catskill Min, resorts and Saratoga, and easy connections to all points East, North and West, Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rall tickets bet, N. Y. and Albany accepted, Most delightful and day outlings to West Point, Newburgh or Poughkeepsle, returning on down boat.

Restaurant open at 7A.M. MUSIC.

NEW LINE"

Providence, \$1.20 Boston,

Connections by Rail and Trolley to All Eastern Points. PALATIAL STEAMER "FRANK JONES" sails from Pier 29 (new), East River, foot of Market St., Mondays, Wednesday and Fridays,

at 4:30 P. M. Prone 3106 Orchard \$250 To BOSTON JOY LINE \$150 TO PROVIDENCE.
BAILY AT 5 P.M. EXCEPT SUNDAY
PIER 35 EAST RIVER, Foot of Catharins St. ARCHMONT DEDGEMONT Passenger Express and Freight Service-Lowest Rates.

NEW YORK-ALBANY. NEW YORK—ALBANY.
Hudson River by Searchlight.
Steamers C. W. MORSE, odd dates June and July, & ADIRONDACK leave 11st No. 32, N. R., foot of Canal street, 6 P. M. & West 12sth street 6:30 P. M. week days and Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Champisto, Adrondack Mountains, Thousand Islands, Mirzara Falis, Sharon Springs and all Northern & Eastern summer resorts, Orchestra on steamers. Automobiles carried, Time table and excursion book free. "Beautiful Hudson by Searchight," 10c.

THE IDEAL ROUTE For Summer Tourists and recreation travel to the world famed eastern seashore, lake and mountain resorts—Bar Harbor. The Rangeleys, White Mountains, &c. Steamers sail Tuesdays, Thursdays and Satirdays, 5 P. M. Hustrated descriptive booklet, giving list of tour, hotels and boardine houses in "The Sammer Playground of America," mailed free on application to Maine S. S. Co., ticket office, 280 Broadway-or Pier i. cw No.) 32 Past River, New York.

CATSKILL EVENING LINE. For Catskill, Hudson, Coxsackle, Caire, Palenville, Halmes Corners, Tannersville, week days, 6 P. M. from Christopher street 7 P. M. from W. 120th st. Extra boat Saturdays, 1:30 P. M. from July 1. Special trains for Catskill Mountain points. Handsome illustrated Bookiet malled free.

HARTFORD LINE; From New Pler 19. East River, foot of Peck Stip, daily, except Sunday, at 5 P. M., for Connecticut River landings. Widte for libustrated folder. TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 19th st. Pler daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Suaday steamers touch at Albany.

RAILROADS. 'America's Greatest Railroad." NEWYORK

& HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE OF AMERICA

WEST SHORE R. R.

(New York Central & Hudson R. R. Lessee.)
Trains leave Franklin St. station, New York, as follows, and 15 minutes later foot West 42d st., N. R.: 11:20 A. M.—Mountain Express.
11:245 P. M.—Rib Van Winkle Flyer.
11:00 P. M.—Chicago Express.
2:25 P. M.—Con. Lim. for Detroit, Chi. & St. Louis.
13:25 P. M.—Con. Lim. for Detroit, Chi. & St. Louis.
13:25 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
15:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
19:45 P. M.—For Roch., Buffalo, Detroit & St. Louis.
19:45 P. M.—For Roys. Limon, Ma. Falas, Det. & Chi.
10:20 P. M.—For Syra. Limon, Ma. Falas, Det. & Chi.
10:20 P. M.—For Syra. Limon, Ma. Falas, Det. & Chi.
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10:20 P. M.—For Syra. Limon, Ma. Fa

READING SYSTEM NEW JERSEY CENTRAL R. R.
LIBERTY STREET and SOUTH FERRY (time from
South Ferry five infinites earlier than shown
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THAILS TO CAISKIII MID, resorts and Saratoga, and easy connections to all points East, North and West. Through tickets and baggage checked at offices of N. V. Transfer Co. Turough rail tickets and the control of the

only, Via Tamaqua, RSaturdays, aExcept Sat-urdays, Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 261, 434, 1300, 1354 Broadway, 182 5th av., 25 Union Square West, 2776 Third av., 273 West 125th St., 245 Columbus Av., New York, 342, 342, 344, 866 Fullon St., Broaklyn: 380 Broadway, Williamsburg, New York Transfer Co. calls for and checks haggage to destination, W. G. BESLER, C. M. BURT, Vice-Pres, and Gen. Mgr. Gen. Pass'r Agent. BALTIMORE & OHIO RAILROAD, ROYAL BLUE LINE TRAINS
"EVERY OTHER EVEN HOUR"
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Leave South Ferry, 5 minutes earlier.

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1000 a.m. Dally Buffed.

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Cincinnati, St.Louis, 5255 p.m. 600 p.m. Diner.

Cincinnati, St.Louis, 5255 p.m. 600 p.m. Diner.

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NEW YORK, NEW HAVEN & HARTFORD R. R. Trains depart from Grand Central Station, 424 St. and 4th Av., as follows, for HOSTON, via New London and Providence—*4:50, 11110000, *x110.02 A. M., 121100, *x111.01, *x113.00 BOSTON, via New London and Providence—*4:50, 1:1110:00, *x110:00, 2.110:00, 2.110:00, 2.110:00, 1:1110:00, *x110:00, *x110:00,

LEHICH VALLEY.

Foot of West 23d A. Cortinadi and Deshroeres Str. R.

'Pally. † Except Sunday. Sunday changus: 0.2.33

d1345. cf.30. m5.25. xa.45

Mauch Chunk Local | LV.N.Y. A. LV.N.Y. a. B. T6. 50 AB | 16. 50 THE SUPPALO TRAIN. 7.55 PF 'S. (C. PM'
Tickets and Pullman accommodations at 149, 261,
255, 1234 and 1354 Broadway, 18 5th Ava., 25 Union Se,
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